

THE  
HONGKONG  
WEEKLY.  
ILLUSTRATED.

# The China Mail.

ESTABLISHED 1845

GRAND PRIX PARIS 1900  
The Highest Pencil Award  
Joseph  
Gillott's  
PENS  
Of Highest Quality, & Having Greater  
Durability, and Finer  
Grain.  
CHESAPEE.  
The only Award Chicago, 1911

No. 13,774.

號一月六年七零百九千一英

HONGKONG, SATURDAY, JUNE 1, 1907.

日一廿月四年未丁

PRICE, \$3.00 Per Month.

## Intimations.

### THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

### SCOTCH WHISKY.

PER DOZEN .....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.  
Hongkong, May 1, 1907. 793

## NOTICE.

APPLICATIONS are invited for the Post of SECRETARY to the HONGKONG GENERAL CHAMBER OF COMMERCE. Applications to be made in writing only to be addressed to the Chairman, EDDERT A. HEWETT, Chairman.

HONGKONG GENERAL CHAMBER OF COMMERCE,  
St. George's Building, Hongkong.  
Hongkong, May 31, 1907. 952

### CONNAUGHT HOTEL.

SPECIALLY REDUCED RATES FOR MEALS.

DURING Summer Months only TO BEGIN FROM 1st JUNE, 1907.  
BREAKFAST.....\$0.80 from 7.30 to 9.30 a.m.  
DINNER.....\$1.00 from 1.00 to 2.30 p.m.  
Afternoon Tea 25 Cents.  
Dinner.....\$1.00 from 7.30 to 9.30 p.m.  
Residence, including Board and attendance, by month can also be had at very reduced rates.  
Hongkong, May 28, 1907. 940

## Business Notices.

### W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,363 tons, Captain W. A. Valentine.  
s.s. PATSHAN, 2,363 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,998 tons, Captain B. Branch.  
s.s. HONGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Sunday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted). The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 6.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

#### Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.  
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison, at Dock.  
Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAINAM, 568 tons, Captain J. Wilcox.  
s.s. NANNING, 568 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Horty Mansions, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETELY.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD

### LANE, CRAWFORD & CO.

LADIES' DEPARTMENT

NEW STOCK OF

### SUMMER COSTUMES

IN

MUSLIN, LINEN, VOILE, etc.

Latest Styles in

TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & CO.

Hongkong, May 4, 1907. 2040

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRA.

H. HAYNES, Manager.

### OCCIDENTAL HOTEL

KOWLOON.

A QUIET, COMFORTABLE, COOL AND WELL-FURNISHED HOTEL FOR RESIDENTS AND TOURISTS.

ELECTRIC LIGHT AND FANS THROUGHOUT.

Bathroom attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarders. Apply to—

E. G. JORDAN, Manager.

### BALTIMORE HOTEL

HONGKONG.

MANAGED ON AMERICAN PLAN.

Being in the Business center of the town is the FAVORITE HOTEL with visitors from Manila.

Terms Moderate.

TABLE UNDER DIRECT EUROPEAN SUPERVISION.

Special Terms for Families and Parties.

Apply to—

Hongkong, March 7, 1907. E. G. JORDAN, Manager. 423

### REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

### MEE CHEUNG

ART PHOTOGRAPHER.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF

H.E. Sir MATTHEW NATHAN'S FAREWELL

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AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1761

### PATELL & CO.,

SHAMEEN CANTON.

GENERAL STOREKEEPERS.

WHOLESALE and RETAIL.

DEALERS IN

WINE and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

### SEE WOO

TAILOR, DRAPER AND

OUTFITTER.

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL,

Hongkong, January 28, 1907. 116

### CHEONG SHING.

JEWELLERS EXPORTERS

DEALERS IN

VALUABLE CHINESE JADE

STONE.

GOLD-MOUNTED WARES

OF ALL KINDS.

Prices Very Moderate.

No. 29A, QUEEN'S ROAD CENTRAL,

Hongkong, March 18, 1907. 580

Hongkong, March 18, 1907.

## Business Notices.

### GREEN ISLAND CEMENT CO., LTD.

### PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

### Shewan, Tomes & Co.

GENERAL MANAGERS.

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### FAIRALL & CO.

7 & 9, Pedder Street.

NEWEST MODELS

LINEN and MUSLIN EMBROIDERED GOWNS,

ALLOVER EMBROIDERIES.

MUSLIN UNDERSKIRTS.

SUMMER SINGLETs.

BELTS, HOSIERY, etc.

### DUTCH CIGARS

In Boxes of 50.

MOST ENJOYABLE SMOKES FOR DAMP SEASON.

### MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

Warden Smoking Mixture. Imperial Cigarettes.

### VICTORIA DISPENSARY.

11, QUEEN'S ROAD CENTRAL.

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## RIFLE SHOOTING.

## Reserve Association.

The following is the result of the monthly competition for the cups presented by His Excellency Sir Matthew Nathan, Sir Paul Chater and Sir H. S. Beyley. For the information of the general public it may be stated that the competitions for the Governor's, Chater's, and Beyley's cups and also for that presented by Mr. H. P. White which is in future to be designated "The Douglas Cup," are all held under the same conditions, viz:—

Each member is allowed to shoot on payment of an entrance fee of 20 cents each entry; the highest score made during the month entitles the member to the custody of the cup for the following month, and at the end of the year the competitor who has sent in six cards, three for 200 yards and three for 300 yards range, making the highest aggregate, wins the Cup outright. The Chater Cup was presented as a second prize in the Governor's Cup Competition.

GOVERNOR'S AND CHATER CUPS.	
E. S. Carruthers	63 + 0 = 63
A. A. Holton	55 + 14 = 69
W. G. Humphreys	41 + 28 = 69
F. J. Saunders	62 + 6 = 68
W. J. Gask	62 + 6 = 68
U. G. Bird	64 + 3 = 67
A. Mackenzie	61 + 6 = 67
A. Moir	50 + 8 = 58
Dr. Evan Jones	57 + 10 = 67
G. G. S. Forsyth	48 + 19 = 67
J. C. Gow	60 + 7 = 67
E. A. Delany	62 + 5 = 67
Mr. F. Pigott	60 + 7 = 67
J. C. Peter	60 + 7 = 67
J. Mc. Innes	54 + 12 = 66
A. Jenkins	65 + 1 = 66
A. W. J. Watt	63 + 3 = 66
H. H. Pidgeon	63 + 3 = 66
The Hon. Sir R. H. May	62 + 4 = 66
S. E. Green	60 + 6 = 66
W. H. Wickham	46 + 16 = 62
A. Blowsy	50 + 6 = 56
H. W. Terry	45 + 16 = 61
H. W. Bird	54 + 6 = 60
G. Gibson	61 + 30 = 91
J. Gibson	40 + 20 = 60

THE "RESERVE" CUP.	
D. Willis	52 + 14 = 66
W. J. Gask	51 + 15 = 66
R. Baker	60 + 6 = 66
Dr. E. Evan Jones	54 + 10 = 64
F. J. Saunders	59 + 4 = 63
A. Delany	62 + 4 = 66
Mr. F. Pigott	54 + 6 = 60
H. W. Bird	50 + 6 = 56
A. Jenkins	61 + 5 = 66
J. C. Gow	60 + 6 = 66
The Hon. Sir R. H. May	52 + 8 = 60
A. Mackenzie	61 + 6 = 67
E. S. Carruthers	61 + 7 = 68
J. Parkes	67 + 5 = 72

POOL COMPETITIONS.	
4th. & 5th. May won by Capt. B. Branch	70
11th. & 12th. May won by Mr. E. S. Carruthers	68
18th. & 19th. May won by Mr. A. E. Griffin	70
25th. & 26th. May won by D. Willis	67

## NAIROBI FLOGGINGS.

## Captain Grogan's Story of the Floggings.

MOMBASA, April 13.

The story of the flogging of three natives in front of the court-house of Nairobi by Captain Grogan, on March 14, is best told by the evidence given by Captain Grogan at the trial of those charged in connection with the affair. Captain Grogan said:—

"I am a settler in this Protectorate. I hold large interests in this country. I am a member of the Municipal Committee appointed by the Government. I am President of the Colonists' Association. On the 13th inst. I received a communication as to the conduct of three Indians boys, 15, 16, and 17 years of age, who were charged with the flogging of a native, a Wakamba, named Kavirondo. I brought three different tribes, so that each might explain to his own people that it was a dangerous thing to insult white women. I was surprised to see a lot of people coming from different directions towards me. I came in the court, and the boys followed. Mr. Logan came out and stood at the top of the steps. He called out to Mr. Bowker, who did not hear him.

"He said, 'What are you doing?' I replied, 'I am going to beat these boys.' He said, 'Why?' I said, 'Because I want to.' He then asked what for, and I said, 'For insulting my sister and a lady friend.' Then noise started, and I understood him to say words to the effect that they should be properly charged, and I said I was sick of being made a fool of, and this was a matter I dared not leave to the authorities. There were a lot of interruptions, and it was very difficult to hear. The conversation between us continued for a few minutes, and then Mr. Logan turned his head away from me, and I spoke over the top of the crowd, and I think he said, 'Gentlemen, you will take the law into your own hands. He then went away. I realised the crowd was growing angry, and I was afraid some mischief might occur, so I spoke to the crowd as loudly as I could. I said I did not want any interference. It was purely a personal matter, and I thought it possible that the crowd if they would give me their word not to touch the natives, and the general sense was given. I said, 'Promise me that you will not touch the natives after I have done with them.' There was a general shout of 'Yes.' I then asked if there was anybody present who could speak Kikuyu, and a gentleman stepped out, Mr. Campbell Cowley.

"He interpreted to those natives why I was doing this, and warned them to tell their people that white men would not stand any more of their insolence in any part of the world. Then I gave one of the boys 25. When I finished the whip was pulled over my hand, the crowd closed in around me, I did not see what followed. I saw the natives brought out, and when I saw the crowd dispersing, there was no risk of any further trouble. I told the boys to go off home. My object in flogging these natives publicly was that my natives were getting out of control owing to the total inadequacy of the punishment inflicted. I look up at any matter connected with the safety of one's womenfolk as so important that I do not consider I am justified, as a family man, in leaving it to the vagaries of the law."

## MATTERS FEMINE.

## Betty's London Letter.

LONDON, May 2.

"MISS WIGGS OF THE CABBAGE PATCH." A most delightful play is "Miss Wiggs of the Cabbage Patch," first performed last Saturday evening to an enthusiastic audience at Terry's Theatre. Personally I do not know when I have so thoroughly enjoyed an evening at the theatre. Those of you who have not read the book of the same name from which the play is adapted must understand that Mrs. Wiggs, deserted by her husband for many years, lives in a little wooden shanty in Kentish Town and that her hobby, in spite of her own misfortunes, is the making of a match-making. To describe Mrs. Wiggs is a little difficult. About forty-five years of age, sturdy and strong with the wonderful enduring powers of her class, she possesses a keen sense of humour. She is plain spoken to a fault, without fear, without method and with the heart of a lady. Her match-making hobby makes the play. Mrs. Wiggs considers that her friend, Miss Flay, a melancholy spinster of forty years, ought to be married and selects as her bridegroom one Stubbins, a bawdy and idle philosopher, who appears willing to marry anyone who is accomplished enough to be able to cook him a decent dinner. The wedding scene is delightful. Mrs. Wiggs ingeniously fashions a bridal veil for Miss Flay out of a pair of old lace window-curtains and at the end of the first act the curtain falls on a fake dance by the funny wedding guests in which Mrs. Wiggs plays a leading part. Mr. and Mrs. Stubbins do not find the holy estate of matrimony entirely a bed of roses, owing chiefly to the inability of the lady to prepare eatable meals and Mrs. Wiggs has much difficulty in patching up their differences. Mrs. Wiggs, however, cannot devote all her time to the Stubbins' family, for "Lovely Mary," who has kidnapped a baby, also claims her help and attention. One of the finest scenes in the play is that in which the wrong Mr. Wiggs returns to his home and is received after the years of his desertion by his wife, who in spite of all she has suffered at his hands has never forgotten him. "Come right in," says Mrs. Wiggs simply, as she takes her vagabond husband back to her home and heart. The play is superbly acted by a talented American Company and is likely to be one of the greatest successes of this season.

MANQUETTE is one of the new spring materials. Though not to be described as a hard-wearing fabric it is fairly serviceable, being of the same texture but somewhat more enduring than the over popular cheviot. For dress purposes it is usually mounted over different coloured foundations, the slip or undershirt repeating the colour of the striped manquette. A green slip is worn under a green and white overcoat and colour connection is further emphasised by attaching braces of soft green silk or wide ribbon to the green waist belt.

MERCERISED COTTON VOILES.—The most delightful cotton voiles are being made of mercerised cotton voile, in soft colors which appear as if hand painted. These washing fabrics are made quite simply with a well cut yoke of broderie Anglaise or with a fluted, lace edged, and with close set tucks, and three quarter ton, lace sleeves. The striped cotton voiles are perhaps the prettiest and next to stripes there is a small checked voile, which made up with broderie, is altogether charming. A pretty cotton voile frock was one of black and white check, striped with lizard green satin and having a belt of the same green material and a chemise and under sleeves of Valenciennes lace. With this frock was worn a mushroom shaped hat of burnt straw colour, profusely trimmed with red cherries.

TO CLEAN STRAW OR PANAMA HATS.—Dissolve a few cents' worth of salts of lemon in a pint of boiling water, then with a brush, brush the hat all over with the liquid, rinse well in cold water and dry out of doors in a shady place. If the hat be of sailor shape, it should be laid flat on a table or board or the brim will become crooked.

THE WEEK'S RECIPES.—Sweetbreads and White Sauce.—Soak the sweetbreads in cold water for three hours changing the water every hour, then put into a stewpan, with a little salt and water and blanch for five minutes, rinse them well in cold water and trim off the fat and leathery parts which are attached to them. Cut up one onion, and one carrot and put into a stewpan with a little stock and a slice or two of bacon, salt and pepper. Make it boil and when boiling put in the sweetbreads. Gently stew for three quarters of an hour. Serve on mashed potatoes, pour over some white sauce and garnish with crotons.

Italian Asparagus.—Butter a fire-proof dish and then place at the bottom of it some fine tinned asparagus cut into neat pieces, on this place a layer of grated cheese, salt and pepper and a few small pieces of butter. Cover this with again with a layer of asparagus and repeat until the dish is full. Then sprinkle with bread-crumbs, add some pieces of butter and brown in the oven.

Corn Flour Biscuits.—Take four eggs, eight ounces of cornflour, eight ounces of white sugar, four ounces of clarified butter and one teaspoonful of baking powder. Mix all these ingredients well together, roll out on a pastry board and cut into small, thin shapes. Bake in a quick oven and sprinkle with icing sugar before sending to table.

Why, my dear friend, what luck to meet you! It has been an eternity, six years at least, since I have seen you. Didn't you recognise me? Not exactly, but your hat seemed familiar."

## MISSIONARIES IN KOREA.

## Defence by Japanese.

Referring to the recent editorial comments of the *Yomiuri Shimbun* on Christian Missionaries in Korea, the *Seoul Press* (which is, edited by a Japanese) writes as follows:—

It is not denied that there may possibly have been some men among Christian missionaries who in times past may have been betrayed into acts hardly reconcilable with the nature of their mission. It is indeed a well known fact that, on one occasion some years ago, the Government at Washington had to instruct its representative here to warn the American missionaries in this country against mixing themselves up in political affairs. And in justice to them, it has to be remembered that, in countries cursed with a weak and corrupt government, there are sometimes cases where interference with what, strictly speaking, is the outside domain of religious activity, is apparently required by considerations of humanity. And transition from such acts of justifiable interference to acts of more dubious character is easy and probably unavoidable in ill-governed countries. It is quite conceivable that, for some time after the inauguration of the present order of things, there may have been a tendency on the part of a section of missionaries to regard the change with anything but favour. Missionaries are but men, and it is human nature to be annoyed at and to resent political changes demanding a somewhat radical readjustment of points of view and mental habit. But things are changing very rapidly for the better; a welcome improvement has lately been noticeable in the attitude of missionaries, especially during the past six or seven months. There have, it is true, been rumours recently of alleged complicity of some missionaries in the anti-Japanese movement. But from our own inquiries we are in a position to say that no evidence of any value has been forthcoming to substantiate the allegation in question. On the contrary we are in possession of unimpeachable evidence showing that the attempts made by Koreans to enlist missionary influence for their political purposes have met with a firm and positive refusal.

Attention may be invited to another instance of gross misinformation on our contemporary's part. It alleges that an American missionary was concerned in the recent letter from the American Government to the Emperor of Korea to the effect that the American Government was prepared to protect against a Japanese protectorate over Korea. We are not aware whether any Koreans were sent to Portsmouth, nor are we aware that the question of a protectorate troubled Korean minds when peace was being negotiated at that American town. However, let it pass. There is, we believe, no harm in assuming that in making these statements the *Yomiuri* had in its mind Mr. Homer B. Hulbert, the well-known editor of the *Korea Review*. There is no doubt that he has been very much up in the Korean political situation, and he has long been regarded as the spokesman of the American missionaries in Korea. But we may inform our contemporary in Tokyo that his connection with mission work was severed nearly ten years ago, and he has since then been a free agent, whatever with any mission body. We happen to know him somewhat, and we know something about the relations between him and some of the missionaries; and we are constrained to say that nothing could be more unkind and unjust to a large number at least of the leading members of missionary circles than to elevate him to the position of a spokesman for them in any way whatever.

## SHARE REPORT.

In their weekly share report, dated 31st May, Messrs. Vinton and Eynth state:—

"We have again to report upon another quiet week, with rates in most cases still inclining toward weakness.

Banks.—Hongkong and Shanghai have still further declined, and after small unimportant sales at \$800, \$887, and \$885, close with sellers at \$887, and probable buyers at \$880. London has receded to \$29. Nationals are unaltered at \$51.

Various Insurance.—Unions have been booked at \$775, and \$760, and a few shares are still for sale at the latter rate. Yangtze is firm with probable small buyers at \$165. Canton and North China are unchanged and without business.

Freight.—China rates have been affected to \$83 at which rate sales have been effected and there are further buyers. Hongkong is procurable at the reduced rate of \$325.

Shipping.—Hongkong, Canton and Macao close steady at \$20, after small sales at that rate and \$30. Douchess have advanced to \$240 after sales at \$235 and \$230. Indes are unchanged with sellers at \$71. Star Lines are easier with sellers at \$25, and \$26 for the old and new issues respectively, the dividend of 10% for yesterday ending 30th April, 1907, paid yesterday. Shell Transporta have receded to \$47.

Refiners.—China Sincere has been booked in a small way at \$118, but have not retained their position, and are now procurable at \$115. Luxons are still for sale at \$21.

Min.—Rates are slightly firmer with probable buyers at \$91, and Charbonnages can be placed at the improved rate of \$405.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are easier with sales and further sellers at \$105. Hongkong and Whampoa Wharves have sold at the reduced rate of \$84, and are in further request. Shanghai Docks are firmer with local sales at \$10. Shanghai and Hongkong Wharves are quoted from the North at the improved rate of \$15.25.

Land, Hotels, and Buildings.—Hongkong Lands sold and have further sellers at \$107. Kowloon Lands are offering at \$37, and Humphrey's Estates at \$10.00. Wet Points are quiet with probable buyers at \$48. Hongkong Hotels continue on offer at \$118.

Collieries.—We have heard of no business in this section. Hongkong remain on offer at \$114. Quotations for the Northern mills are taken from last mail advices received.

Industries.—China Providents have been booked at \$9 and have further sellers. Green Island Cements have been fixed at \$127, \$124, and \$127, closing with sellers at \$127. Union Water Bonds have been booked at \$123, Wharves at \$113 or div., and Steam Laundry at \$7. Bank Tramways are quoted at \$11 or the dividend of 10% per cent. paid on the 27th inst.

## GERMAN NAVAL PROGRESS.

## Facilities for Building Warships.

The Times correspondent at Berlin writing on March 23 said:—

The publication is announced of a book by Count R. Reventlow, the well-known German writer on naval subjects, entitled *Wolfsruden oder Wittering! Which Way is Germany going? Political and Military Reflections before the Meeting of the Peace Conference at the Hague*. The theme of the book is that Germany needs a strong navy, "not only for defensive purposes, but also in order at last to extricate herself from the political impasse in which she has hitherto been involved." In the author's opinion, the present is the right moment for naval expansion on the part of Germany, and the situation to-day is capable of being turned to account with epoch-making results. Count Reventlow asserts that the Emperor William acquiesced in the moderate supplementary Navy Bill of 1898 only with great reluctance, and that his Majesty has often expressed his sympathy with the activity of the Navy League, with the objects and methods of which he is fully acquainted. The Emperor and the nation are willing, there is no reason why the Government should hesitate any longer to expose Germany to the reproach which the French levelled at Prussia during the middle of last century—"La Prusse canot" (Prussia is a raft).

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## POST OFFICE REPORT.

The Postmaster General's report for 1906 is published in the current issue of the *Government Gazette*. The following details, etc., were dealt with during that period:—Mail bags and packets, 160,921, against 138,897 in 1905; registered articles and parcels, Hongkong only, 770,820 against 638,977, including Shanghai and British Agencies in China, 926,887, being an increase of 183,997 over 1905.

Though the revenue for 1906 only increased by something less than \$8,000, there is a profit on the year's working of \$60,960, as compared with a deficit of \$170,000 in 1905. Practically the whole of this is due to the contribution towards the P. and O. mail subsidy, which amounted to \$326,000 in 1905 against \$116,000 in 1906. Here again, too, the Government benefited by the high rate of exchange.

Generally speaking the Money Order Office has done increased business, particularly with London and Germany, the sale of British Postal Orders being \$1,000 more than in 1905.

## FIGHTING THE WAVES.

## A Novel Invention.

The following extract from an article on a new substitute for the break water has the merit, an exchange remarks, of novelty.

To calm the troubled waters of the sea is an ambitious proposal, an enterprise calling for audacity and imagination. It would seem, however, that this quietening of the waves will be realised by means of that which agitates them—the air.

In watching air bubbles come to the surface of water from any cause, we notice that the surface waves are disturbed, flattened out at the point where these air bubbles rise. It is here that the new discovery comes in. A long line of air bubbles will act as a dead line on coming waves. Beyond the line of bubbles the roughest water loses its surface action and becomes comparatively calm.

On studying the matter it seemed to the inventor of the device that the whole system of breakwaters, etc., was wrong, for it was simply opposing force to force, and fighting effect instead of cause. In treating a disease, a doctor tries to get at the root of the trouble and stop the trouble at the start. Much could be done by waiting for the ocean to get rough and ready to beat up against the breakwater or the ship; the best plan seemed to be to attack the sea first and break it up. As to means, anything on or near the surface would be exposed to constant hammering, so, obviously the strategic point was some place below the wave action, and, therefore, safe from its destructive force.

There is only one time, the inventor thinks, at which a wave is really dangerous to anything substantial; it is just as it is curling to break. It is then undergoing a change from what is called an oscillatory wave—or one whose particles merely oscillate, to a wave of translation—one whose particles travel along in a certain direction.

To devise an apparatus that would discharge air under water in such a way as to interpose a cushion of air between the waves and the ship, or breakwater, was the task Mr. P. Brasher set himself to perform. By discharging a compressed elastic fluid, such as air, beneath the surface of the water at a substantial distance from the object to be protected, the inventor found he could effect a substantial complete destruction of the waves, so that the waves approaching the object could be substantially annihilated by the wave destroying action of the rising globules or bubbles or columns of air expanding elastic fluid, and the object effectively shielded or protected from wave action.

The apparatus is simple. At a distance from the object to be protected is a pipe perforated with noles and connected with the shore or a boat, where a compressed air plant is situated. In stress of weather the air is pumped out and the waves are still. Consider a disabled ship drifting on to a lee shore. She could simply throw out an anchor, to which was fastened a distributing pipe for the compressed air, and which could be held far enough away from the ship by means of a secondary anchor. Thus protected the ship could be in perfectly smooth water till repairs could be made or the sea subsided.

In the same way stranded vessels could be protected from the pounding of the waves until floated. Lightships could be surrounded by a circle of pipe and lie in the centre of an absolutely calm surface. A floating dock, including one with a capacity of 35,000 tons, at Hamburg, and at Bremen, and one at Stettin, all of which are in private hands, while the naval authorities have two dry docks at Kiel and four at Wilhelmshaven, two of which are still under construction. The State of Bremen also owns a dry dock at Bremerhaven, which is rented by the North-German Lloyd, and, if necessary, the locks of the Kiel Canal could be utilised for docking large ships, especially when the new and larger ships which are projected have been built.

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## THE KWANCHENGSTZ STATION.

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It has been decided (*Manchou Daily*) that the site of the new Japanese station at Kwanchengstz shall be midway between the town of that name and the Russian station. A level space of 1,250 acres is available, and here the Russian and Japanese terminal stations will be built as well as the terminal station of the Kirin-Changchun line. The Chinese authorities offered great obstacles to this arrangement. They had intended to appropriate this land for the purposes of a foreign settlement, and moreover had a theory that the choice of such a site for the Russian and Japanese stations would interfere in some way with the building of the Kirin-Changchun line. They even carried their position to the point of arresting some thirty Chinese land-owners who had disposed of their property to the Japanese. Numerous conferences are said to have taken place, and finally a *via media* was found in an agreement that the land should be handed over, in the first place, to the Chinese local authorities, and thereafter transferred by them to the Japanese and the Russians. Apparently the two terminal stations of the Russian and Japanese railway systems are to be a mile apart but we can not easily suppose that this is the intention, unless there is an idea of linking them by a branch line. If the stations are to afford facilities for the through passage of passengers and goods, they must be in the closest possible juxtaposition.

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## GERMAN NAVAL PROGRESS.

## Facilities for Building Warships.

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## REVIEWS.

## "The Bruno" Year Book of Decorative Art, 1907.

This volume consists of a collection of reproductions of modern designs; it is divided into ten sections—Domestic Architecture; Furniture; Fireplaces and Mantel Pieces; Wall and Ceiling Decorations; Stained Glass; Embroidery and Textile Fabrics; Pottery, Porcelain, Table Glass and Metal Work; Garden Furniture; modern Decorative art in Austria. Each section has a short introduction, the first one dealing to some extent with the principles of design in general. The reproductions are admirably executed, many of them being in colour.

We find much that we admire and some that we do not, but until the principles of art have been established on a rational basis and are not mainly dependent on the individual's fancies or taste of self appointed critics, we must be content to say merely—that we admire—or do not admire—and not to class as artistic that which does not satisfy the requirements of our own particular taste.

A real endeavour appears to be making to improve matters; we are told that "Slavish egyptism is as much the bane of enterprise and progress as is a reckless ignoring of the splendid achievements of old," and an implied approval is given of buildings on the Continent "designed on modern lines in which historic ornament and style have no place." When we find such statements as these in a leading art journal we can feel some hope











